



THE COMMONWEALTH OF MASSACHUSETTS  
BOARD OF UNDERWATER ARCHAEOLOGICAL RESOURCES  
251 Causeway Street, Suite 800, Boston, MA 02114

NOMINATION FOR  
UNDERWATER ARCHAEOLOGICAL  
PRESERVE

In accordance with 312 CMR 2, rules and regulations established by the Board of Underwater Archaeological Resources under MGL C. 91, s. 63, as amended, the undersigned herewith makes nomination of underwater archaeological resources to be designated an underwater archaeological preserve pursuant to section 2.15(3) of those rules and regulations.

**PLEASE TYPE OR PRINT LEGIBLY**

**NOMINATOR'S NAME(S):** Victor Mastone/Board of Underwater Archaeological Resources

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**SITE LOCATION**

Name of Site: WHITE

SQUALL

Nearest City or Town: Wellfleet Name of water body: Atlantic Ocean

Longitude/Latitude: REDACTED Depth of water: 10-30 feet

Addition description of location Cahoons Hollow

Dive Conditions Sandy bottom, variable visibility, long shore current

(Indicate the exact location on attached NOAA nautical chart or USGS topographic map, specify technique used to fix position, and note other identifying features which define location of the site. You may also be required by the Board to complete a site file form.

Use the space provided and attach sheets if necessary to complete this section.)

**DESCRIPTION OF THE UNDERWATER ARCHAEOLOGICAL RESOURCE** White Squall shipwreck site

White Squall is an iron bark (barque), built by Wm. Patterson & Son in Bristol (UK) in 1864, lost 1867

SEE ATTACHED STATEMENT

Images and additional information on file at Board of Underwater Archaeological Resources

(include physical condition; attach images)

**A STATEMENT OF ANY EVIDENCE CONCERNING PLACEMENT:** SEE ATTACHED STATEMENT

**YOU MAY INCLUDE ANY OTHER INFORMATION YOU BELIEVE MAY ASSIST THE BOARD IN ASSESSING YOUR APPLICATION** (Attach additional sheets as needed): SEE ATTACHED STATEMENT

I have read and agree to the standards outlined in 312 CMR 2, and understand that the Board reserves the right to examine the .

\_\_\_\_\_  
(Signature)

4 January 2016\_\_\_\_\_  
(Date)

Victor Mastone\_\_\_\_\_  
(Type or Print Name)

FOR OFFICIAL USE ONLY (DO NOT COMPLETE THIS SECTION)

Date and Time Received:

By:

## **UNDERWATER ARCHAEOLOGICAL PRESERVE NOMINATION (continuation of additional information)**

**NAME OF SITE BEING NOMINATION:** White Squall

### **DESCRIPTION OF THE UNDERWATER ARCHAEOLOGICAL RESOURCE (continued)**

The iron bark (barque) *White Squall* was built by William Patterson and Son; launched in 1864 and sank in 1867.

Dimensions: gross tons 537; length - 164.3 feet; breadth – 27.2 feet; draft – 17.3 feet (Lloyds 1864 supplement)

It was one of the last vessels built by Patterson and Son in their Bristol (UK) shipyard. It was built for Garn'ck & Cassidy and Company of Liverpool, England (homeport) and intended for use in trade between Bristol and the East. Her master was Captain T. Thirkell. The vessel was headed from Singapore/Malaysia to Boston when lost at Cahoons Hollow (Wellfleet) with her cargo of tin, rattan, and coffee.

Site survey has indicated the presence of the iron bow and stern (with rudder post), the iron keel (or keelson) and frames, ship's windless, and cargo.

### **A STATEMENT OF ANY EVIDENCE CONCERNING PLACEMENT (continued)**

Preliminary research strongly suggested the *White Squall* has sufficient archaeological and historical importance and integrity to be eligible for listing in the National Register of Historic Places. The *White Squall* was built in Bristol, England, by William Patterson and Son, builder of the *Great Western*. Patterson was an innovator in building of iron ships and the *White Squall* was built near the end of his career. Patterson was a famous shipwright building during the transition from wood to iron. There is little known about the building of iron ships; they represent the last traditional vessels in England. Subsequent steel vessels brought in the era of scientific design by naval architects rather than traditional building techniques. Thus, this class of vessel is significant in itself.

When lost, this may have been its first or second voyage. Given the short time between launch and loss, there was little chance for any design modification or need for vessel repairs. The vessel remains (structure, cargo, personal effects) could provide insights into (1) little known construction techniques and ship design and (2) lifeways of officers and crew.

This vessel/shipwreck site might be determined eligible for listing on the National Register for Historic Places under three of the four criteria:

**B. That are associated with the lives of significant persons in our past** – Built by William Patterson, famous and innovative shipwright during the period of transition from wood to iron shipbuilding. Patterson built the *Great Western*.

**C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction** - There is little known about the building of iron ships. They represent the last traditional built vessels in the transition from wood to iron construction. This is the era just prior to scientific design by naval architects.

**D. That have yielded or may be likely to yield, information important in history or prehistory** - There is little known about the building of iron ships; they represent the last traditional vessels in England. Subsequent steel vessels brought in the era of scientific design by naval architects rather than traditional building techniques. As one of the last

iron vessels built by Patterson it could provide great insight, especially compared to one of his earlier ships, the *Great Britain*, launched in 1845 and now restored/on exhibit in Bristol.

Eligibility will need to be determined by Massachusetts State Historic Preservation Officer (Massachusetts Historical Commission).

#### **OTHER INFORMATION** (continued)

An unsubstantiated rumor is that *White Squall* was built for the Confederate States of America as a blockade runner. However, that has not been confirmed.

The vessel's tin cargo was extensively salvaged at the time of its loss in 1867. There is newspaper evidence that it was salvaged again in 1945 as part of war effort. Information on file with BUAR.

BUAR permit history:

Ocean Marine Diving Company (OMDC) received its permit for the site in 1983. OMDC salvaged tin cargo and some artifacts (now in the Board's possession). They identified the presence of stern and bow components, windless, keel and frames (all iron). Their permit was revoked in 2005 when it was discovered OMDC had illegally disposed on the tin cargo.

Subsequently, Underwater Discoveries Unlimited (UDU) was granted its initial permit in 2005 which they inadvertently allow to expire. They re-applied and were granted another permit for the site in 2006. Except for relocating key sections of the hull remains, UDU had not undertaken any excavation or recovery from the site. This permit expired on 28 January 2016.

The *White Squall* shipwreck site was formally designated as Massachusetts first Underwater Archaeological Preserve on 26 May 2016.

